Manufacturers (SIAM), the total number of vehicles including passenger cars produced during current year and during the last three years by the Indian Automobile Industry is as under:—

Year	2004-05	2005-06	2006-07	April-October, 2007
Passenger Cars	960487	1046133	1238032	794924
Utility Vehicles	182018	196506	222111	137874
MPVs	67371	66661	84707	54106
Total (Passenger Vehicles)	1209876	1309300	1544850	986904

The following new tie-ups have been announced:-

(i) Ashok Leyland with Nissan
(ii) Mahindra & Mahindra with Renault
(iii) Mahindra & Mahindra with Nissan
(iv) Skoda Auto with Volkswagen
(v) Swaraj Mazda with Isuzu Motors
(vi) Tata Motors with Fiat

According to the data available, India has a large road network of 3.31 Million Km comprising of 66590 Kilometer of National Highways and Expressways, 128000 kilometer of State Highways and 3.12 million Kilometer of district and rural roads. The vehicle density in India is estimated to be 3.2 motor vehicles per kilometer which is very low. In countries like Germany and Taiwan, this figure is much higher *i.e.* 209.6 and 159.2 respectively. The passener vehicle penetration in India is only 7 cars per thousand people whereas in Malaysia, South Korea and Brazil it is 253, 219 and 96 respectively. The vehicle penetration in major Indian cities is also very low for example; the vehicle penetration for Delhi, Chennai, Mumbai, Kolkata and Bangalore is only 85, 51, 23, 23 and 41 cars per thousand population respectively. The low vehicle penetration in India is also true for two wheelers. Although, India is the second largest producer of two wheelers yet the penetration is 43 two wheelers per thousand population as against 258 and 286 in Malaysia and Thailand. Therefore, India is hugely under motorized as compared to global levels. Inspite of very low vehicle penetration levels in India as compared to global levels, the congestion problem in Metro-cities arises due to factors like driving conditions, driver behaviour, enforcement of rules and regulations, traffic management, lack of town planning etc. However, there is continued effort for improvement of road infrastructure in the country.

Currently, the automotive sector in India accounts for 5% of GDP. The sector provides direct and indirect employment to 13.1 million people and also facilitates economic growth. Therefore, Government is not considering freezing production of more cars. Instead, there is continuous effort to improve driving conditions and mass transit systems for decongestions.

Oil reserves in the country

*168. SHRIMATI PREMA CARIAPPA:
SHRIMATI SHOBHANA BHARTIA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the BP Statistical Review of World Energy 2007 released by the British Multinational has pointed out that India's oil reserves would last just another 19.3 years at the current rate of production and the last year study had revealed India's reserves would last about 20 years;

(b) whether the lower estimate now reflects the country's inability to add to its proven oil reserves;

(c) if so, what are the concrete steps and measures Government proposes to take to improve the position in future; and

(d) whether any concrete measure is being considered in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) BP statistical review of world energy 2007 has pointed out that reserve to production (R/P) ratio for India is 19.3 years at current rate of production and assuming that no reserves are added in next 19 to 20 years. In last five years, reserve replacement ratio (RRR) in India was more than one, which means, oil companies in India have accreted more reserves than their oil and gas production. The balance recoverable reserve position in 2002-03 was about 1485.73 million metric tonnes of oil and oil equivalent of gas (MMTOE), which has increased to 1843.15 MMTOE in 2006-07 achieving an increase of 24%.

In order to enhance hydrocarbon security for the country, the significant steps initiated by the Government and public sector undertakings for meeting the demand of petroleum products in the country, *inter alia* include:

(i) incerasing exploration efforts through the New Exploration Licensing Policy (NELP) and exploring new areas, especially in deep waters and difficult frontier areas, as also the deeper layers of already producing fields;

(ii) improving the recovery factor from existing major fields by implementing Enhanced Oil Recovery (EOR)/Improved Oil Recovery (IOR) schemes;

(iii) developing newly discovered fields speedily and stepping up the use of new technologies for seismic surveys, work over, stimulation operations, drilling of wells, etc., in producing areas;

(iv) acquisition of oil and gas assets abroad in order to ensure hydrocarbon security for the country;

(v) Exploring potential of alternate sources;

(vi) Conservation of petroleum products.

Delay in flights due to fog

†*169. SHRI AMIR ALAM KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of flights delayed or deferred due to fog in the year 2006-07;

(b) the extent of loss to passengers and airlines due to deferment of these flights;

(c) whether Government proposes to install systems at airports to overcome the problems caused by fog; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Delays/Diversions occur due to many reasons including fog. All airlines do not maintain record about the loss incurred by them on this count. Hence, it would not be possible to furnish specific information.

†Original notice of the question was received in Hindi